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1. [ARCTIC CAT 1997 SNOWMOBILE MODELS](#)

... other sled on the trail, but it also keeps the rider's center of gravity low for ... at the finish line and you'll see one, and only one, snowmobile finishing first ...  
[www.motorsports-network.com/arctcat/artsmbp1.htm](http://www.motorsports-network.com/arctcat/artsmbp1.htm) - 18 KB

2. [1998 Polaris Snowmobiles - Performance](#)

... accommodates active trail riders and helps the 600 XCR maintain its low center of gravity. ... In the late-1 950s, Polaris had a snowmobile named the TrailMaster. ...  
[www.motorsports-network.com/polaris/smb98/98snoper.htm](http://www.motorsports-network.com/polaris/smb98/98snoper.htm) - 18 KB

3. [500's to 600's](#)

... The suspension system delivers the best ride in the snowmobile industry. The Vmax ... System features an all-aluminum frame with a low center of gravity and high ...  
[www.odyssey.on.ca/~gsmulders/snow/compare/97/500.htm](http://www.odyssey.on.ca/~gsmulders/snow/compare/97/500.htm) - 32 KB

4. [\[TowerTalk\] AB-105/FRC](#)

... work with an impact wrench and it's in pieces ready to be loaded on my snowmobile trailer, or 2. Attach two cables above the center of gravity (actually, a ...  
[lists.contesting.com/archives/html/Towertalk/1997-09/msg00363.html](http://lists.contesting.com/archives/html/Towertalk/1997-09/msg00363.html) - 10 KB

5. [Reprinted courtesy of ABC Watermark](#)

... At this time of year, it's accessible only by snowmobile or four-wheel drive. ... JB: Fortunately, Dan Fogelberg also has a real strong center of gravity. ...  
[www.treehouse.org/fogelberg/intview4.html](http://www.treehouse.org/fogelberg/intview4.html) - 23 KB

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## Motorsports Network

## What's new with Arctic Cat for 1997?

Arctic Cat snowmobiles for 1997 are years ahead of the pack for many reasons, but just to name a few: Fast front suspension, bulkhead and Arctco Drive Clutch, and the new only find on the advances you can



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Arctic Cat's revolution is available in the most travel available in the industry. And Arctic Cat increased travel without raising the seat or rider height, so your center of gravity stays low. The FastTrack Long Travel System is available in several different versions in 1997, depending on the Cat you choose, and each is fine-tuned to suit your needs.

Suspension up front also got a boost for the new year and the best front end in the industry keeps getting better. In 1997, the new AWS V front suspension with extruded aluminum bulkhead is on the new Jag, Jag DLX, Puma, Puma DLX, Puma 2-up and World Champ ZR 440. The AWS V extruded aluminum bulkhead weighs 13 lbs. less than steel and is narrower which allows longer A-arms for more travel. As if being the world leader in two-stroke EFI technology wasn't enough, Arctic Cat introduces the batteryless EFI system in 1997. This all new fuel delivery system generates enough amperage to pressurize the



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## **Motorsports Network**

### **What's new with Arctic Cat for 1997?**

Arctic Cat snowmobiles for 1997 are years ahead of the pack for many reasons, but just to name a few: FasTrack Long Travel System rear suspension, AWS V aluminum bulkhead and front suspension, batteryless EFI, Torque Sensing Link, 1.6-inch deep lug track and the new Arctco Drive Clutch. They are some of the new features and technological advances you can only find on the 1997 Arctic Cat snowmobiles.

Arctic Cat's revolutionary FasTrack Long Travel Suspension System gives the most travel available in the industry -- 13.5" total rear axle travel in some models. This is the ultimate in long-travel comfort without sacrificing a bit of control, performance and stability. And Arctic Cat increased travel without raising the seat or rider height, so your center of gravity stays low. The FasTrack Long Travel System is available in several different versions in 1997, depending on the Cat you choose, and each is fine-tuned to suit your needs.

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On the 1997 Arctic Cat ZRs and ZRTs, there's also an exclusive Torque Sensing Link. Proven on our open-class racing machines, it uses the torque of the track to counteract the compression of the rear arm during acceleration. So the ZRs and ZRTs respond faster and maintain full travel, to attack the trails at any speed.

The '97 Thundercat Mountain Cat, Powder Extreme and Powder Specials each come standard with an aggressive 1.6-inch deep lug track, the deepest lug available standard from any manufacturer. This track will allow mountain riders to climb to the peaks of their choice this winter.

The new Arctco drive clutch was designed for better durability, more consistent acceleration and increased top-end speed, with wider rollers, improved tolerances and more durable material on the bearing and movable sheave. The new Arctco drive clutch is standard on every model for '97, except, of course, the Kitty Cat.

**Motorsports Network**

# 1997 Thundercat 900 / ThunderCat Mountain Cat

## Arctic Cat's 1997 Thundercat is thundering power

With four National Snowmobile Speed Run championships to boast about, you could call the Arctic Cat Thundercat the King of the Jungle. And the world's fastest and most powerful production snowmobile just keeps getting better.

The Thundercat features the most power you can find under any production snowmobile hood. The Thundercat has a 900cc three-cylinder, liquid-cooled, oil-injected powerplant for an engine, and has a phenomenal power-to-weight ratio. This monster motor has case-reed induction with a counterbalance shaft built into the crankcase for smooth running at any speed. And all this muscle was built into a ZR-style chassis and aerodynamic ZRT-style hood to give you unmatched beauty with unbelievable brawn. The Thundercat has Arctco's improved Drive Clutch for added durability, more consistent acceleration, greater top-end speed and increased belt life. And what would the world's fastest and most powerful sled be without Arctic's industry-exclusive AWS IV double wishbone front suspension and Ryde FX gas shocks to flatten moguls like no other. The Thundercat also has new plastic skis and extruded aluminum spindles to reduce unsprung weight and improve the suspension absorption of every bump.

The Thundercat features Arctco's new and revolutionary FasTrack Long Travel rear suspension System. FasTrack provides 13.5-inches of rear axle travel, more than any other sled on the trail, but it also keeps the rider's center of gravity low for an improved ride at any distance without sacrificing performance.

And if you like to be the first one to the top, then the Arctic Cat, Thundercat Mountain Cat may be the power version for you. It has a longer 136" track and standard 1.6-inch lug pattern -- the deepest standard lug track available -- to get you through the thick of it. If you have a need to tame the beast, the 1997 Thundercat is for you.

Tame it, or be eaten alive.

**Suggested Retail Price:** \$ (US)

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**Motorsports Network**

# 1997 ZRT 800

## The ZRT 800 is the leader on and off the track

Stand at the finish line and you'll see one, and only one, snowmobile finishing first. The Arctic Cat ZRT 800 is the fastest in a family of ZR Champions and the 1997 ZRT is the cutting edge of industry speed, power and performance. And if you're not riding one, you're most likely to see it passing you.

The ZRT 800 is a liquid-cooled, three-cylinder, triple-carbed 794cc powerhouse with a case-reed inducted motor, and seven port Nicasil cylinders. That may seem like a lot of muscle, but when you know that the 800 can do 0-60 mph in 3.52 seconds, faster than any other sled in its class, than you're aware that this is raw power at the throttle. Watch your friends be amazed as they eat your snow dust.

And then show them the suspension. The ZRT 800 has Arctic Cat's exclusive AWS IV double wishbone front suspension with Fox internal floating piston gas shocks. And in the rear, the new FasTrack Long Travel Suspension System will take you for the performance ride of your life. The FasTrack system offers 13.5-inches of travel, the most you'll find in the industry today, for improved comfort, stability and performance.

The ZR-race winning technology doesn't stop there. Arctco's new drive clutch will see the 800 through all types of uses and conditions. And Arctic's exclusive torque sensing link maintains constant track tension through the suspension's full travel for better handling and control. The 800 also features ZR 440-proven plastic skis for less unsprung weight, Wilwood hydraulic disc brakes, extruded aluminum spindles, and a stamped rail mean technology and comfort at its best.

The competition has nightmares about seeing the ZRT 800 from Arctic Cat on the track, so try it and make all your snowmobiling dreams come true.

**Suggested Retail Price: \$ (US)**

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## Motorsports Network

# 1997 ZRT 600

## Arctic Cat's ZRT 600 doesn't like sitting around

The 1997 ZRT 600 is off the racetrack and in the showroom but it won't stay there

for long, a race sled bred to eat the competition alive hates to be sitting around. The ZRT 600 from Arctic Cat is a big kick of adrenaline. With one touch of the throttle you'll want to be turning tight comers, shoot down the trails -- anything to show off the 600's superior power and handling. This wild ride is not for the weak at heart.

The 600 is a triple-cylinder, triple-carbed racehorse. Designed with 15-degree canted forward cylinders for a low center of gravity, case-reed induction, Nicasil plated 7-port cylinders and a 3-pipe tuned exhaust, the ZRT 600 is a prime example of superior Arctic Cat technology. American Snowmobiler magazine clocked the 600 going from 0-60 mph in 3.52 seconds -- that's the fastest sled you can find in the 600 class.

And speaking of superiority, the ZRT 600 also has Arctco's revolutionary FasTrack Long Travel rear suspension System that provides class-leading 13.5-inches of travel. Match that with adjustable torsion springs, Fox gas shocks, and a new torque sensing link rear an-n and you've got a suspension system made in heaven, and that's only the rear! In the front, Arctic Cat's paradigm of suspensions -- the AWS IV double wishbone front, chromoly A-arms, progressive rate springs, adjustable coil over Fox gas shocks -- just hearing about it can make your blood boil.

The ZRT 600 also sports extruded aluminum spindles and plastic skis which shaves off pounds of precious unsprung weight and the plastic skis have been proven to be nothing less than brilliant. You have to see it to believe it. But approach the 1997 ZRT 600 with caution, once you jump on, grab the throttle, give it some juice and start carving up the field you'll be hooked.

**Suggested Retail Price: \$ (US)**

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## Motorsports Network

# 1997 ZR 580 EFI

## **ZR 580 EFI is a product of superior technology**

The competitions' nightmare just came true: The ZR 580 is back and better than ever for 1997. This sled is lighter, faster and meaner than before. It takes no prisoners and the ZR 580 is ready once again to take the challengers on the track, on the trail or out to lunch.

The ZR 580 is a product of superior Arctic Cat racing technology. Born and bred for

high performance, this muscle machine boasts a 580cc twin-cylinder engine that delivers an incredible power-to-weight ratio. Its battery-less electronic fuel injection system allows the ZR 580 to be lighter, and demand less maintenance with a system that automatically adjusts to temperature and altitude changes, for optimum throttle response in all conditions.

The ZR 580's AWS IV front suspension and FasTrack rear suspension system have proven themselves an integral part of the most feared chassis on the snow. AWS suspension offers smooth handling and cutthroat performance. Combined with lightweight chromoly A-arms, progressive rate springs and Fox internal floating piston gas shocks in the front and rear you've got a mogul munching machine. Arctic's new FasTrack Long Travel System has revolutionized rear suspensions. And the new Torque Sensing Link maintains consistent track tension on the ride. FasTrack allows a revolutionary 13.5-inches of rear axle travel for improved rider comfort and regulation.

To control all the power of 1997, ZR 580, Arctco's new Internal Helix Clutch allows for consistent acceleration and top speed with a longer life span, and standard Wilwood hydraulic disc brakes lead the industry in giving added stopping power on Arctic's high performance machines.

The ZR 580 EFI from Arctic Cat might as well be the only sled on the snow for those who want power, performance, style and handling all wrapped up in Team Arctic Racing Green. Ride the ZR 580 and sleep well knowing your competition isn't going to get a wink.

**Suggested Retail Price: \$ (US)**

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## Motorsports Network

# 1997 ZR 440 / ZL 440 / Z 440

## The ZR 440 is finally available off the racetrack

It's no wonder SnoWest named the ZR 440 the 1997 Race Sled of the Year. This lean and green, race track chomping machine is the ultimate in racing perfection -- any time, any where, the ZR 440 stands alone. You know it, that's why you've been asking for it, and now Arctic Cat is releasing the ZR 440 to the general public. This is a machine bred for the racetrack, it lives and breathes speed, power, and victory. The ZR 440 is the racing sled of Champions Kirk Hibbert and Brad Pake. And, just as Kirk and Brad have got the competition cringing in terror, the ZR 440 has got them running with fear.

Under the lightweight, aerodynamic hood of the ZR is a 437cc liquid-cooled twin that, with a touch of the throttle, is like letting 90 horses charge wild. A case-reed inducted motor, seven-port Nicasil cylinders and new Arctco drive clutch means engine technology at its finest. And the ZR 440's suspension is so smooth it could be a pick-up line. Up front, the ZR 440 sports the all new aluminum bulkhead AWS V chassis with double-wishbone chromoly A-arms, progressive rate springs and Ryde FX gas shocks -- a total travel of 8.2-inches. And in the back, our revolutionary FasTrack Long Travel suspension System has redefined rear suspension forever. The FasTrack slide-rail system and new torque sensing link have 13.5-inches of rear axle travel -- it sneers at the most gruesome moguls. The ZR 440 is top-of-the-line in power and maneuverability. And its performance: Can you say "bye-bye?" The ZR 440 is a racing sled, so handle with caution, performance this great is highly contagious.

You'll turn heads dusting the trail on a bright green ZR 440. But a sled this masterful deserves to be stared at. Hop on the new 1997 ZR 440 from Arctic Cat and you won't be the only one turning green.

**Suggested Retail Price: \$ (US)**

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## Motorsports Network

### Arctic Cat releases the ZL 440 for 1997

For snowmobile enthusiasts looking for a powerful, lightweight trail sled, the wait is over: The new ZL 440 from Arctic Cat is off the drawing board and can be yours. Picture yourself cruising through wooded trails, turning heads, and dusting a few buddies along the way.

The pure performance of the new ZL 440 is a mark of Arctic Cat design and technology. The ZL 440 offers plenty of power with its 436cc liquid-cooled, twin-carb engine. And its lightweight proven chassis, extruded aluminum spindles and plastic skis shave off pounds of unsprung weight and improves ride quality over rough terrain.

First-rate AWS IV front suspension is just the beginning on this sled's features. Each bump and dip is absorbed with the exclusive AWS IV double wishbone suspension, adjustable pre-load springs and Ryde FX gas shocks. And Arctic Cat put race-proven technology into the ZL's rear suspension, the new, revolutionary FasTrack long travel rear suspension system makes a smooth, sweet ride out of any long haul. FasTrack combines an extended travel tunnel with Ryde FX gas shocks to improve ride comfort with longer, 13.5-inches of travel.



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The ZL 440 is designed for superior handling and performance. It also features Arctco's new drive clutch, for improved durability and performance. The ZL has a free flow hood design to allow accelerated heat dissipation for maximum engine capabilities. And Wilwood hydraulic disc brakes give the ZL an industry leading braking system for controlled stopping. It's all wrapped up in one unbelievable new package from Arctic Cat.

The new 1997 ZL 440 is the sled to be riding this snowmobiling season. It's powerful, but light and nimble, easy to control but not harsh or punishing like racer replicas at trail speeds. The ZL 440 could be the perfect combination of power and weight and you should never let perfection pass you by.

**Suggested Retail Price: \$ (US)**

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## 1998 Polaris Snowmobiles

1998 Polaris Enthusiast/Performance Snowmobiles



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No group of Polaris snowmobiles is more diverse than the Enthusiast/Performance models. With their wide variety of engines, there's a model in this mix to suit the power and performance desires of any rider.

Not only do these sleds really move, they really handle, as every one (except the Indy Storm) has the Controlled Roll Center (CRC)



## 1998 Polaris Snowmobiles

### 1998 Polaris Enthusiast/Performance Snowmobiles



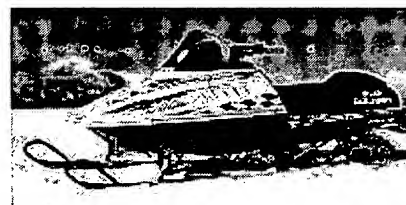
No group of Polaris snowmobiles delivers the thrills of snowmobiling better than these Enthusiast/Performance models. With their wide variety of engines, there's a model in this mix to suit the power and performance desires of any rider.

Not only do these sleds really move, they really handle, as every one (except the Indy Storm) has the Controlled Roll Center (CRC) steering package that minimizes bump steer (lateral ski movement throughout the suspension travel) and scrub (lateral skag movement).

That handling is enhanced by the lightweight-yet-durable Polaris composite skis, which are used on all Enthusiast/Performance models, and the Polaris liquid-cooled hydraulic disc brake (used on every model in this group except the Indy-XCF).

#### Indy XCF

Alightweight trail tamer and the Stock E winner at the Eagle River World Championships, the Indy XCF offers a sophisticated ride and handling package along with an extremely lively fan-cooled engine. The definition of snowmobiling fun is romping down the trails on an XCF with its XTRA-10 independent front suspension with Indy Select shocks, a torsion bar, 9.5 inches of travel, and the CRC steering package. The XTRA-10 rear suspension provides 10.2 inches of travel and has a Ryde FX shock and a Ryde AFX shock, which is compression adjustable to suit a rider's suspension setup preferences.



Powering the Indy XCF down the trails is a 432cc fan-cooled piston-port twin with two 34mm carburetors. The XCF also has the improved P-85 drive clutch, new gearing for improved performance, a stronger and more durable new drive chain, and a new handlebar cover that fits and looks great.

Standard features include a hydraulic disc brake, handwarmers and a thumbwarmer, speedometer (with tripmeter), tachometer, a 10.5-gallon gas tank, and Polaris lightweight composite skis.

#### Indy 440 XCR

This snowmobile is a testament to the product development possible in a wellrun racing program. The 1998 Indy 440 XCR offers Polaris riders many of the sophisticated features that were developed and proven in competition. The Indy 440 XCR is also a product of dedicated engineering, as it's powered by the only domestically produced 440 engine on the market, one that's equipped with the remarkable Variable Exhaust System (VES).



Introduced on this past winter's Indy 440 XCR race sled, the new-for-'98 439cc liquid-cooled case-reed-induction twin with two carburetors, digital CD ignition, NiCaSil-plated cylinders, a tuned pipe, and the Polaris VES. This system consists of a spring-loaded valve on each cylinder that opens in response to cylinder pressure, helping the engine deliver greatly improved low-end and midrange performance with no loss of top-end power. This engine generates approximately 13% more horsepower than last year's Indy 440 XC engine.

The Indy 440 XCR's responsive handling stems from its XC-10 front suspension with Fox gas shocks, a torsion bar, 9.5 inches of travel, and the CRC steering package. The race-proven XC-10 front suspension relocates each trailing arm's rear mounting point, moving it inward 3 inches to provide flatter cornering and to reduce bump steer and scrub. The XTRA-10 rear suspension uses Fox IFP shocks and offers 10.2 inches of travel.

To enhance the 440 XCR's low center of gravity, the chaincase is rolled back and downward, and the low racing-style seat-with side pads-is standard. The heat exchangers run lengthwise under the tunnel, ensuring excellent cooling and letting them act as wear strips for the tunnel. (No heat exchangers are mounted under the running boards.)

Standard features on this outstanding model include a racing-style liquidcooled hydraulic disc brake, racing-style seat with side pads, Polaris composite skis, new high-performance hifax, the improved P-85 drive clutch, a restyled zippered handlebar cover that fits and looks great, a halogen headlight, handwarmers and a thumbwarmer, tachometer, tether switch, skid plate, and a 10.5-gallon gas tank. A speedometer is also included.

The Indy 440 XCR is not eligible for Snow Check.

### Indy 600 XC



For high-performance trail riders looking for premium power and the sport's ultimate handling package, the search begins and ends with the 1998 Indy 600 XC. The all-new U.S.-built 600 engine produces stunning power while the XTRA10 suspensions, CRC, and low center of gravity make the 600 XC a smooth operator on the trails.

The lightweight new Polaris 593cc liquid-cooled twin has case-reed induction, NiCaSil-plated cylinders, digital CD ignition, two 39mm Keihin D-side carburetors, and die-cast cylinder heads. This engine generates approximately 9% more horsepower than last year's 600 XC engine.

The power flows to the improved P-85 drive clutch and the 3/4-inch-wide HYVO drive chain. The chaincase has been rolled back and downward to enhance the sled's low center of gravity (COG) and permit for installation of a paddle track. The Aggressive-style seat has a wrap-around taillight, and there's an 11.8-gallon gas tank. Heat exchangers run the length of the tunnel, providing excellent cooling and serving as wear strips for the tunnel, and there are no heat exchangers mounted under the running boards. The new track has .91 -inch lugs.

The 600 XC's handling is outstanding thanks to the XC-10 front suspension with Fox(D gas shocks, a torsion bar, 9.5 inches of travel, and the CRC steering package. Each of the IFS trailing arms is relocated for'98 with its rear mounting point moved inward approximately 3 inches to deliver flatter cornering and minimize scrub and bump steer.

The XTRA-10 rear suspension has a Ryde FX front track shock and a Ryde AFX rear track shock and delivers 10.2 inches of travel. A rider needs only a screwdriver to adjust the damping of the Ryde AFX shock on the XTRA-10 rear suspensions Polaris exclusive.

The Indy 600 XC also has a liquid-cooled hydraulic disc brake, Polaris composite skis, handwarmers and a thumbwarmer, speedometer (with tripmeter) and tachometer, and a new zippered handlebar cover.

### Indy 700 XC

Released in limited numbers earlier this year, the Indy 700 XC left riders awestruck with its combination of power and snowmobility. On trails and rolling terrain, its torquey 700 twin delivered greater acceleration than riders had

ever felt before.

At the heart of this impressive new model is the U.S.-built Polaris engine: a 700cc liquid-cooled case-reed-inducted twin with digital CD ignition and two 39mm Keihin D-slide carburetors, and NiCaSil-plated cylinders. This engine is improved for 98 with die-cast cylinder heads, numerous internal refinements, and refined carburetor calibration.



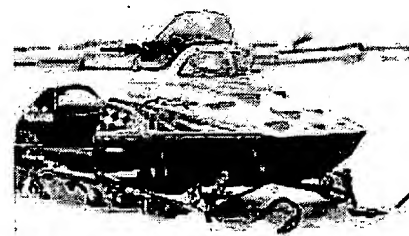
The Indy 700 XC's XC-10 front suspension provides 9.5 inches of travel with its Fox gas shocks, and the sled has a torsion bar and the CRC steering package. The rear mounting point of each IFS trailing arm is set in approximately 3 inches from its traditional position for flatter cornering and reduced bump steer and scrub. The handling is also enhanced by Polaris composite skis and a liquidcooled hydraulic disc brake.

The XTRA-1 0 rear suspension uses a Ryde FX shock and a Ryde AFX shock and delivers 10.2 inches of travel. The 700 XC's ride benefits from the chaincase location (further back and lower than usual), which gives the sled a low center of gravity, as does the Aggressive seat. Lightweight heat exchangers are located under the tunnel for excellent cooling and act as wear strips for the tunnel; there are no heat exchangers under the running boards. The new track has .91 -inch lugs.

The Indy 700 XC also has handwarmers and a thumbwarmer, speedometer (with tripmeter) and tachometer, 11.8-gallon gas tank, and a zippered handlebar cover that fits and looks great.

### Indy 600 XCR

Like a sports car on the snow, the 98 Indy 600 XCR has the high-performance engine and superb handling to suit even the most aggressive rider. There's never a lack of oomph from the powerful 597cc liquid-cooled case-reedinducted triple with digital CD ignition, three 38mm carburetors, and triple tuned pipes. It won the 600cc closed-course class at the *American Snowmobiler* Old Forge Shoot-Out.



The ride and handling are also of sports car quality, and include an XTRA- 1 0 front suspension with Fox gas shocks, a torsion bar, 9.5 inches of travel, and the CRC steering package. Polaris composite skis with carbides and a liquidcooled hydraulic disc brake enhance the handling.

The XTRA-1 0 rear suspension uses two Fox gas shocks and provides 10.2 inches of travel, while the Aggressive seat accommodates active trail riders and helps the 600 XCR maintain its low center of gravity.

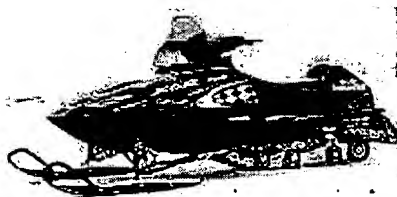
Upgrades and improvements for 98 include an electric fuel gauge and electric temperature gauge, a 280-watt alternator for improved lighting output from the dual Lazer Light headlights, a PTO oil line that improves crankshaft durability, a more durable P-85 drive-clutch, high-performance hifax, and a more durable track.

Standard features include handwarmers and a thumbwarmer, speedometer with tripmeter, tachometer, 11.8-gallon gas tank, and hood screens to minimize snow ingestion.

### Indy 700 XCR

In the late-1 950s, Polaris had a snowmobile named the TrailMaster. Now, in the late 1990s, Polaris has a snowmobile that is the trail master. The '98 Indy 700 XCR is the most-potent trail-ruling model on the market, offering the awesome power of a 700 triple with the finest ride and handling package available.

All this, and the Indy 700 XCR is available in a choice of colors to Snow Check buyers. The standard color is Deep Violet Metallic, but Snow Check buyers can choose to have their Aggressive-style 700 XCR hood in White Metallic.



The Indy 700 XCR gets its great handling from the XTRA-10 front suspension with Fox gas shocks, a torsion bar, 9.5 inches of travel, and the CRC steering package. A liquid-cooled hydraulic disc brake enhances the rider's control on the trail, as do the Polaris composite skis with carbides.

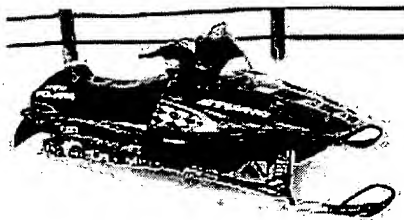
The 700 XCR's ride stems primarily from the XTRA-10 rear suspension, which, with two Fox gas shocks, offers 10.2 inches of travel for the rider on the Polaris Aggressive seat.

The seemingly endless power is supplied by the 679cc liquid-cooled casereed-inducted triple with digital CD ignition, three 38mm carburetors, and three tuned pipes. The electric fuel gauge and electric temperature gauge provide precise readings, and the new 280-watt alternator optimizes the output of the dual Lazer Light headlights.

Standard equipment includes handwarmers and a thumbwarmer, a speedometer (with tripmeter) and tachometer, 11.8-gallon gas tank, and hood screens to minimize snow ingestion. The additional PTO oil line improves crankshaft durability and the stronger P-85 drive clutch improves the 700 XCR's performance.

### Indy Storm

Polaris riders demand the best, and that's what Indy Storm riders are getting: the snowmobile that posted the highest top speed in its class in the hotly contested closed-course *American Snowmobiler* Shoot-Out. That unmatched performance is mated in the Storm with the finest suspensions on the snow, making it a perfect trail machine for the rider who likes some manners with his muscle.



Good things come in threes on the Indy Storm's 794cc liquid-cooled casereed-induced engine: three NiCaSil-lined cylinders, three 38mm carburetors, and three tuned pipes. The digital CD ignition delivers the most precise firing possible, and the electric fuel gauge and electric temperature gauge keep the rider informed of vital performance levels, as do the large automotive-style speedometer (with tripmeter) and tachometer.

The Indy Storm ride is comfortable yet permits a rider to get aggressive thanks to the industry-leading XTRA-10 rear suspension with two Fox® gas shocks and 10.2 inches of travel. The Aggressive-style seat enhances the sled's low center of gravity, and the liquid-cooled hydraulic disc brake provides reliable stopping power.

The XTRA-10 front suspension with Fox gas shocks, a torsion bar, and 9.5 inches of travel gives a rider exceptionally sure handling, with assists from the Polaris composite skis with carbides.

Among the Indy Storm's standard features are the dual Lazer Light headlights, handwarmers and a thumbwarmer, 11.8-gallon gas tank, a stronger P-85 drive clutch, and a 3/4-inch-wide drive chain.

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[ [Top of page](#) / [Polaris Price List](#) / [Back To New Models](#) ]



# STIC Search Report

## EIC 3600

STIC Database Tracking Number: 135739

TO: Anne Marie Boehler  
Location: Pk. 5, 5D12  
Art Unit : 3611  
October 21, 2004

Case Serial Number: 09/472134

From: Caryn Wesner-Early  
Location: EIC 3600  
PK5-Suite 804  
Phone: 306-5967

Caryn.Wesner@uspto.gov

### Search Notes

If a modification or re-focus of this search is needed, please let me know.

A handwritten signature in cursive script, reading 'Caryn S. Wesner-Early', is positioned above the typed name.

Caryn S. Wesner-Early, MSLS  
Technical Information Specialist  
EIC 3600, US Patent & Trademark Office  
Phone: (703) 306-5967  
Fax: (703) 306-5758  
caryn.wesner@uspto.gov



(10)

# STIC EIC 3600 Search Request Form

Today's Date:

Priority Date:

For 705 Searches list subclass:

12/23/98

Your Name BOELLER

Is this a Rush? ☒ YES ☐ NO

SPE's Signature \_\_\_\_\_

AU 3611 Examiner # 67692

Is this a first action amendment? YES ☒ NO ☐

Room # PK5-5D12 Phone 308-0422

Is this a refocus? ☒ YES ☐ NO

Serial # 09/472,134

Access # 135739

What is the focus of this search? Please include concepts, synonyms etc.

Attach a copy of the abstract, pertinent claims and your East search strategy. Thanks.

Focus: Position of rider on a snowmobile  
particularly position of rider's center  
of gravity relative to vehicle's  
center of gravity.

Dimensions of the snowmobile  
are indirectly claimed.

See independent claims (attached)

180/182

180/190

b62m-027?

" -029?

STIC Searcher \_\_\_\_\_

Phone \_\_\_\_\_

Date picked up \_\_\_\_\_

Date completed \_\_\_\_\_







# STIC Search Results Feedback Form

## EIC 3600

Questions about the scope or the results of the search? Contact **the EIC searcher or contact:**

**Karen Lehman, EIC 3600 Team Leader**  
**306-5783, PK5- Suite 804**

## Voluntary Results Feedback Form

➤ I am an examiner in Workgroup:  Example: 3620 (optional)

➤ Relevant prior art **found**, search results used as follows:

- ☐ 102 rejection
- ☐ 103 rejection
- ☐ Cited as being of interest.
- ☐ Helped examiner better understand the invention.
- ☐ Helped examiner better understand the state of the art in their technology.

Types of relevant prior art found:

- ☐ Foreign Patent(s)
- ☐ Non-Patent Literature  
(journal articles, conference proceedings, new product announcements etc.)

➤ Relevant prior art **not found**:

- ☐ Results verified the lack of relevant prior art (helped determine patentability).
- ☐ Results were not useful in determining patentability or understanding the invention.

**Comments:**

**Drop off or send completed forms to EIC3600 PK5 Suite 804**



?show files;ds  
File 347:JAPPIO Nov 1976-2004/Jun(Updated 041004)  
(c) 2004 JPO & JAPPIO  
File 348:EUROPEAN PATENTS 1978-2004/Oct W01  
(c) 2004 European Patent Office  
File 349:PCT FULLTEXT 1979-2002/UB=20041014,UT=20041007  
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File 350:Derwent WPIX 1963-2004/UD,UM &UP=200466  
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File 96:FLUIDEX 1972-2004/Oct  
(c) 2004 Elsevier Science Ltd.  
File 144:Pascal 1973-2004/Oct W2  
(c) 2004 INIST/CNRS  
File 323:RAPRA Rubber & Plastics 1972-2004/Nov  
(c) 2004 RAPRA Technology Ltd  
File 583:Gale Group Globalbase(TM) 1986-2002/Dec 13  
(c) 2002 The Gale Group  
File 48:SPORTDiscus 1962-2004/Nov  
(c) 2004 Sport Information Resource Centre  
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(c) 2004 Japan Science and Tech Corp(JST)  
File 111:TGG Natl.Newspaper Index(SM) 1979-2004/Oct 20  
(c) 2004 The Gale Group  
File 9:Business & Industry(R) Jul/1994-2004/Oct 20  
(c) 2004 The Gale Group  
File 15:ABI/Inform(R) 1971-2004/Oct 21  
(c) 2004 ProQuest Info&Learning  
File 16:Gale Group PROMT(R) 1990-2004/Oct 21  
(c) 2004 The Gale Group  
File 160:Gale Group PROMT(R) 1972-1989  
(c) 1999 The Gale Group  
File 47:Gale Group Magazine DB(TM) 1959-2004/Oct 21  
(c) 2004 The Gale group  
File 80:TGG Aerospace/Def.Mkts(R) 1986-2004/Oct 21  
(c) 2004 The Gale Group  
File 98:General Sci Abs/Full-Text 1984-2004/Aug  
(c) 2004 The HW Wilson Co.  
File 148:Gale Group Trade & Industry DB 1976-2004/Oct 15  
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 File 483:Newspaper Abs Daily 1986-2004/Oct 20  
 (c) 2004 ProQuest Info&Learning  
 File 141:Readers Guide 1983-2004/Aug  
 (c) 2004 The HW Wilson Co  
 File 646:Consumer Reports 1982-2004/Oct  
 (c) 2004 Consumer Union.

Set	Items	Description
S1	31	AU='GIROUARD B':AU='GIROUARD BRUNO'
S2	0	AU='GIROUARD, B'
S3	30	AU='FECTEAU B':AU='FECTEAU BERTHOLD'
S4	0	AU='FECTEAU, B'
S5	34	S1:S4
S6	34	S5 FROM 347,348,349,350,371
S7	3	IC=(B62M-027? OR B62M-029?)
S8	3	S6 AND S7
S9	19	SNOWMOBILE? ? OR SKIMOBILE? ? OR (SNOW OR SKI)()MOBILE? ? -
		OR SNO.()(CAT OR CATS)
S10	19	S6 AND S9
S11	19	S8 OR S10
S12	19	IDPAT (sorted in duplicate/non-duplicate order)
S13	19	IDPAT (primary/non-duplicate records only)

13/3,K/1 (Item 1 from file: 350)  
DIALOG(R)File 350:Derwent WPIX  
(c) 2004 Thomson Derwent. All rts. reserv.

016218653 \*\*Image available\*\*  
WPI Acc No: 2004-376541/200436  
XRPX Acc No: N04-299551

**Snowmobile suspension geometry has left and right pairs of A-arms that pivotally connect to snowmobile 's frame in orientation that defines A-arm pivot axes**

Patent Assignee: BOMBARDIER RECREATIONAL PROD (BOMB-N)

Inventor: COTE M; GIROUARD B; MALLETTE B

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
CA 2441643	A1	20040410	CA 2441643	A	20031008	200436 B

Priority Applications (No Type Date): US 2002417387 P 20021010

Patent Details:

Patent No Kind Lan Pg Main IPC Filing Notes

CA 2441643 A1 E 18 B62D-055/07

**Snowmobile suspension geometry has left and right pairs of A-arms that pivotally connect to snowmobile 's frame in orientation that defines A-arm pivot axes**

...Inventor: GIROUARD B

Abstract (Basic):

... The **snowmobile** has a double A-arm front suspension system including left and right pairs of A-arms (80,90) that pivotally connect to the **snowmobile** 's frame in an orientation that defines A-arm pivot axes (120,130). Steering skis...

...handlebar and steering column operatively connect to the steering skis and pivotally connect to the **snowmobile** 's frame in an orientation that defines a steering column pivot axis. An angle formed...

... As a geometry for the front suspension and steering system of a **snowmobile** .

...

...drawing shows a partial side view of the front suspension and steering system of the **snowmobile** .

Title Terms: **SNOWMOBILE** ;

13/3,K/2 (Item 2 from file: 350)  
DIALOG(R)File 350:Derwent WPIX  
(c) 2004 Thomson Derwent. All rts. reserv.

016022120 \*\*Image available\*\*  
WPI Acc No: 2004-179971/200417  
XRPX Acc No: N04-143221

**Recreational vehicle e.g. snowmobile and all terrain vehicle, has steering actuator that pivots swivel arm between neural angle and extreme angle relative to frame to turn vehicle**

Patent Assignee: FECTEAU B (FECT-I); GIROUARD B (GIRO-I); MASSICOTTE A (MASS-I); MERCIER D (MERC-I); VAISANEN E (VAIS-I)

Inventor: **FECTEAU B** ; **GIROUARD B** ; MASSICOTTE A; MERCIER D; VAISANEN E

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
US 20040032120	A1	20040219	US 2002358396	P	20020222	200417 B
			US 2003371227	A	20030224	

Priority Applications (No Type Date): US 2002358396 P 20020222; US  
200337123; A 20030224

Patent Details:

Patent No Kind Lan Pg Main IPC Filing Notes  
US 20040032120 A1 24 B62D-001/00 Provisional application US 2002358396  
Recreational vehicle e.g. snowmobile and all terrain vehicle, has  
steering actuator that pivots swivel arm between neural angle and...  
Inventor: FECTEAU B ...

... GIROUARD B

...Title Terms: SNOWMOBILE ;

13/3,K/3 (Item 3 from file: 350)  
DIALOG(R)File 350:Derwent WPIX  
(c) 2004 Thomson Derwent. All rts. reserv.

015877922 \*\*Image available\*\*

WPI Acc No: 2004-035755/200404

XRPX Acc No: N04-029206

Snowmobile has straddle seat, steering device and foot rest arranged  
such that hip of rider is positioned above rider's knees, when rider sits  
in standard position

Patent Assignee: BOMBARDIER INC (BOMB-N)

Inventor: FECTEAU B ; GIROUARD B ; WATSON P

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
CA 2411964	A1	20031111	CA 2411964	A	20021115	200404 B

Priority Applications (No Type Date): CA 2411964 A 20021115

Patent Details:

Patent No Kind Lan Pg Main IPC Filing Notes  
CA 2411964 A1 E 28 B62D-055/07

Snowmobile has straddle seat, steering device and foot rest arranged  
such that hip of rider is...

Inventor: FECTEAU B ...

... GIROUARD B

Abstract (Basic):

... Snowmobile .

...

...Enables the rider to easily absorb bumps and to actively position  
himself on the snowmobile .

...

...The figure shows the diagram illustrating the position of a rider on the  
snowmobile .

Title Terms: SNOWMOBILE ;

13/3,K/4 (Item 4 from file: 350)  
DIALOG(R)File 350:Derwent WPIX  
(c) 2004 Thomson Derwent. All rts. reserv.

015842300

WPI Acc No: 2004-000125/200401

XRPX Acc No: N04-000214

Snowmobile , has front suspension assembly with left and right  
suspension arms, each with inner end connected to frame for pivotal  
movement relative to frame about axis extending in a longitudinal

**direction of the snowmobile**

Patent Assignee: BOMBARDIER INC (BOMB-N)

Inventor: **FECTEAU B** ; MALTAIS H; MARLEAU B

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
CA 2427235	A1	20031026	CA 2427235	A	20030428	200401 B

Priority Applications (No Type Date): US 2002375402 P 20020426

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2427235	A1	E	47	B62D-055/104	

**Snowmobile , has front suspension assembly with left and right suspension arms, each with inner end connected...**

**...for pivotal movement relative to frame about axis extending in a longitudinal direction of the snowmobile**

Inventor: **FECTEAU B** ...

Abstract (Basic):

... movement relative to the frame about an axis extending in a longitudinal direction of the **snowmobile** . Corresponding ski and wheels are respectively connected to the suspension arms.

... **Snowmobile** .

...

...use of same suspension arm on either the right side or left side of the **snowmobile** without modifying the pivot point of the ski

Title Terms: **SNOWMOBILE** ;

**13/3,K/5 (Item 5 from file: 350)**

DIALOG(R)File 350:Derwent WPIX

(c) 2004 Thomson Derwent. All rts. reserv.

015751479 \*\*Image available\*\*

WPI Acc No: 2003-813681/200377

Related WPI Acc No: 2000-533456; 2000-533457; 2002-427380; 2002-427381;

2002-509365; 2002-741683; 2003-789206; 2003-813682; 2003-813683

XRFX Acc No: N03-651572

**Snowmobile with pivotal rear snow flap has propulsion providing track system with endless track, movably mounted under rear portion of chassis, being configured to move through range of travel with respect to chassis**

Patent Assignee: BOMBARDIER INC (BOMB-N)

Inventor: BERTRAND E; **FECTEAU B** ; **GIROUARD B** ; WUBBOLTS J

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
CA 2435028	A1	20020522	CA 2350274	A	20010612	200377 B
			CA 2435028	A	20010612	

Priority Applications (No Type Date): CA 2350274 A 20010612; CA 2435028 A 20010612

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2435028	A1	E	25	B62D-055/07	Div ex application CA 2350274

**Snowmobile with pivotal rear snow flap has propulsion providing track system with endless track, movably mounted...**

...Inventor: **FECTEAU B** ...

... **GIROUARD B**

Abstract (Basic):

... The **snowmobile** has a handlebar (18) disposed on a chassis (24). A ski support system (16) is...

...least two skis (14) operatively connected to the handlebar to provide steering control of the **snowmobile** . A propulsion providing track system (20) has an endless track and is movably mounted under...  
... As a **snowmobile** for moving snow...

...The **snowmobile** has improved turning performance...

...The drawing shows a side view of the **snowmobile** .

Title Terms: **SNOWMOBILE** ;

13/3,K/6 (Item 6 from file: 350)  
DIALOG(R)File 350:Derwent WPIX  
(c) 2004 Thomson Derwent. All rts. reserv.

015727006 \*\*Image available\*\*

WPI Acc No: 2003-789206/200375

Related WPI Acc No: 2000-533456; 2000-533457; 2002-427380; 2002-427381;  
2002-509365; 2002-741683; 2003-813681; 2003-813682; 2003-813683

XRPX Acc No: N03-632307

**Front suspension for recreational vehicle e.g. snowmobile , has suspension arms having suspension support arms, in which each suspension support arm has elongated body adapted to be connected to ground engaging portion of snowmobile**

Patent Assignee: BOMBARDIER INC (BOMB-N)

Inventor: COTE M; **FECTEAU B** ; **GIROUARD B** ; MALLETTE B

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
CA 2350270	A1	20020404	CA 2350270	A	20010612	200375 B

Priority Applications (No Type Date): US 2000251263 P 20001205; US  
2000237384 P 20001004

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2350270	A1	E	76	B60G-025/00	

**Front suspension for recreational vehicle e.g. snowmobile , has suspension arms having suspension support arms, in which each suspension support arm has elongated body adapted to be connected to ground engaging portion of snowmobile**

...Inventor: **FECTEAU B** ...

... **GIROUARD B**

Abstract (Basic):

... having an elongated body adapted to be connected to the ground engaging portion of the **snowmobile** .  
... elongated body has a front side defined by the forward direction of travel of the **snowmobile** , and a rear side defined by the rearward direction of the **snowmobile** . Protrusions respectively project from the front and rear sides of the elongated body. One of the protrusions is movably connected to the suspension system of the **snowmobile** , while the other is movably connected to the steering system of the **snowmobile** . INDEPENDENT CLAIMS are included for the following...

...For recreational vehicle e.g. **snowmobile** , all-terrain vehicle...

...Exploits the design components of a **snowmobile** that are easily and readily transferred to the design of a wheeled vehicle, e.g. ...

...The figure is a perspective illustration showing the front suspension assembly for a **snowmobile** and showing the positional relationship between the suspension parts...

...Title Terms: SNOWMOBILE ;

13/3,K/7 (Item 7 from file: 350)  
DIALOG(R)File 350:Derwent WPIX  
(c) 2004 Thomson Derwent. All rts. reserv.

015150773 \*\*Image available\*\*

WPI Acc No: 2003-211300/200321

XRPX Acc No: N03-168428

Snowmobile has first and second seating positions disposed at certain distance behind forward most drive track axle and from each other

Patent Assignee: BOMBARDIER INC (BOMB-N)

Inventor: FECTEAU B ; GIROUARD B

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
CA 2350345	A1	20021212	CA 2350345	A	20010612	200321 B

Priority Applications (No Type Date): CA 2350345 A 20010612

Patent Details:

Patent No	Kind	Lan Pg	Main IPC	Filing Notes
CA 2350345	A1	E	53 B62D-055/07	

Snowmobile has first and second seating positions disposed at certain distance behind forward most drive track...

Inventor: FECTEAU B ...

... GIROUARD B

Abstract (Basic):

... The snowmobile comprises a frame (414), a straddle type seat (450) with two seating positions (452,454)...

... The drawing shows a side view of the snowmobile

Title Terms: SNOWMOBILE ;

13/3,K/8 (Item 8 from file: 350)  
DIALOG(R)File 350:Derwent WPIX  
(c) 2004 Thomson Derwent. All rts. reserv.

014688661 \*\*Image available\*\*

WPI Acc No: 2002-509365/200255

Related WPI Acc No: 2000-533456; 2000-533457; 2002-427380; 2002-427381; 2002-741683; 2003-789206; 2003-813681; 2003-813682; 2003-813683

XRPX Acc No: N02-403115

Snowmobile with pivotable rear snow flap connected to track system and pivotally connected to rear portion of chassis so as to pivot relative to the chassis, moving with track system as track system moves through range of travel

Patent Assignee: BOMBARDIER INC (BOMB-N)

Inventor: BERTRAND E; FECTEAU B ; GIROUARD B ; WUBBOLTS J

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
CA 2350274	A1	20020522	CA 2350274	A	20010612	200255 B

Priority Applications (No Type Date): US 2000252404 P 20001122

Patent Details:

Patent No	Kind	Lan Pg	Main IPC	Filing Notes
CA 2350274	A1	E	27 B62D-055/07	

Snowmobile with pivotable rear snow flap connected to track system and pivotally connected to rear portion...

...Inventor: FECTEAU B ...



... GIROUARD B

Abstract (Basic):

... The **snowmobile** has a ski support system mounted at a chassis forward portion and configured to provide steering control of the **snowmobile** . A propulsion-providing track system with a belt-type tread is movably mounted under the...

... For use as **snowmobile** .

...and/or the chassis. The reduced length of the chassis decreases the weight of the **snowmobile** and the polar moment of inertia, thereby improving turning performance

Title Terms: **SNOWMOBILE** ;

13/3,K/13 (Item 13 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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013361517 \*\*Image available\*\*

WPI Acc No: 2000-533456/200049

Related WPI Acc No: 2000-533457; 2002-427380; 2002-427381; 2002-509365; 2002-741683; 2003-789206; 2003-813681; 2003-813682; 2003-813683

XRFX Acc No: N00-394644

**Snowmobile with reinforced pyramidal upper support frame has frame with steering column supporting ski assembly and engine placed on the cradle mount**

Patent Assignee: BOMBARDIER INC (BOMB-N); DION A (DION-I); FECTEAU B (FECT-I); GIROUARD B (GIRO-I); WUBBOLTS J (WUBB-I); COTE M (COTE-I); MALLETTE B (MALL-I); BERTRAND E (BERT-I); FOURNIER A (FOUR-I); WATSON P (WATS-I)

Inventor: **FECTEAU B ; GIROUARD B ; DION A; WUBBOLTS J; COTE M; MALLETTE B ; BERTRAND E; FOURNIER A; WATSON P**

Number of Countries: 002 Number of Patents: 019

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
CA 2293104	A1	20000623	CA 2293104	A	19991223	200049 B
US 20010040063	A1	20011115	US 2000246110	P	20001107	200172
			US 2001877064	A	20010611	
US 20010040064	A1	20011115	US 2000237384	P	20001004	200172
			US 2001877212	A	20010611	
US 20010047900	A1	20011206	US 99167614	P	19991126	200203
			US 99472134	A	19991223	
			US 2001877188	A	20010611	
US 20020017765	A1	20020214	US 99472133	A	19991223	200214
			US 2000230432	P	20000906	
			US 2000237384	P	20001004	
			US 2000251263	P	20001205	
			US 2001877214	A	20010611	
US 20020020573	A1	20020221	US 99167614	P	19991126	200221
			US 2001275105	P	20010313	
			US 2001928458	A	20010814	
US 20020027028	A1	20020307	US 99167614	P	19991126	200221
			US 99472133	A	19991223	
			US 99472134	A	19991223	
			US 2000252404	P	20001122	
			US 2001877213	A	20010611	
US 6446744	B2	20020910	US 99472133	A	19991223	200263
			US 2000230432	P	20000906	
			US 2000237384	P	20001004	
			US 2000246110	P	20001107	
			US 2001877064	A	20010611	
US 20020129983	A1	20020919	US 99472133	A	19991223	200264

			US 2000230432	P	20000906	
			US 2000237384	P	20001004	
			US 2000246110	P	20001107	
			US 2001877064	A	20010611	
			US 2002141134	A	20020509	
US 20020129984	A1	20020919	US 99472133	A	19991223	200264
			US 2000230432	P	20000906	
			US 2000237384	P	20001004	
			US 2000246110	P	20001107	
			US 2001877064	A	20010611	
			US 2002141135	A	20020509	
US 6491125	B2	20021210	US 99167614	P	19991126	200301
			US 99472133	A	19991223	
			US 99472134	A	19991223	
			US 2000252404	P	20001122	
			US 2001877213	A	20010611	
US 20020189876	A1	20021219	US 99167614	P	19991126	200303
			US 99472133	A	19991223	
			US 99472134	A	19991223	
			US 2000252404	P	20001122	
			US 2001877213	A	20010611	
			US 2002226221	A	20020823	
US 20030127265	A1	20030710	US 99167614	P	19991126	200347
			US 99472134	A	19991223	
			US 2000237384	P	20001004	
			US 2001877212	A	20010611	
			US 2002294892	A	20021115	
US 6604594	B2	20030812	US 99472133	A	19991223	200355
			US 2000230432	P	20000906	
			US 2000237384	P	20001004	
			US 2000246110	P	20001107	
			US 2001877064	A	20010611	
			US 2002141134	A	20020509	
US 20030201127	A2	20031030	US 99472133	A	19991223	200372
			US 2000237384	P	20001004	
			US 2001877212	A	20010611	
US 20030201128	A1	20031030	US 99167614	P	19991126	200372
			US 99472134	A	19991223	
US 20030201129	A2	20031030	US 99167614	P	19991126	200372
			US 99472134	A	19991223	
			US 2001877188	A	20010611	
US 6655487	B2	20031202	US 99472133	A	19991223	200379
			US 2000230432	P	20000906	
			US 2000237384	P	20001004	
			US 2000251263	P	20001205	
			US 2001877214	A	20010611	
US 20040026146	A1	20040212	US 99472133	A	19991223	200412
			US 2000230432	P	20000906	
			US 2000237384	P	20001004	
			US 2000251263	P	20001205	
			US 2001877214	A	20010611	
			US 2003634911	A	20030806	

Priority Applications (No Type Date): CA 2256944 A 19981223

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2293104	A1	E	33	B62D-055/00	
US 20010040063	A1			B62M-027/02	Provisional application US 2000246110
US 20010040064	A1			B62M-027/02	Provisional application US 2000237384
US 20010047900	A1			B62M-027/02	Provisional application US 99167614
					CIP of application US 99472134
US 20020017765	A1			B62B-013/00	CIP of application US 99472133

			Provisional application US 2000230432
			Provisional application US 2000237384
			Provisional application US 2000251263
US 20020020573 A1	B62M-027/02		Provisional application US 99167614
			Provisional application US 2001275105
US 20020027028 A1	B62M-027/02		Provisional application US 99167614
			CIP of application US 99472133
			CIP of application US 99472134
			Provisional application US 2000252404
US 6446744 B2	B62M-027/02		CIP of application US 99472133
			Provisional application US 2000230432
			Provisional application US 2000237384
			Provisional application US 2000246110
US 20020129983 A1	B62M-027/02		Div ex application US 99472133
			Provisional application US 2000230432
			Provisional application US 2000237384
			Provisional application US 2000246110
			Div ex application US 2001877064
US 20020129984 A1	B62M-027/02		CIP of application US 99472133
			Provisional application US 2000230432
			Provisional application US 2000237384
			Provisional application US 2000246110
			Div ex application US 2001877064
US 6491125 B2	B62M-027/02		Provisional application US 99167614
			CIP of application US 99472133
			CIP of application US 99472134
			Provisional application US 2000252404
US 20020189876 A1	B62M-027/02		Provisional application US 99167614
			CIP of application US 99472133
			CIP of application US 99472134
			Provisional application US 2000252404
			Cont of application US 2001877213
US 20030127265 A1	B62B-019/00		Provisional application US 99167614
			CIP of application US 99472134
			Provisional application US 2000237384
			CIP of application US 2001877212
US 6604594 B2	B60H-003/06		CIP of application US 99472133
			Provisional application US 2000230432
			Provisional application US 2000237384
			Provisional application US 2000246110
			Div ex application US 2001877064
			Div ex patent US 6446744
US 20030201127 A2	B62M-027/02		CIP of application US 99472133
			Provisional application US 2000237384
US 20030201128 A1	B62M-027/02		Provisional application US 99167614
US 20030201129 A2	B62M-027/02		Provisional application US 99167614
			CIP of application US 99472134
US 6655487 B2	B62M-027/02		CIP of application US 99472133
			Provisional application US 2000230432
			Provisional application US 2000237384
			Provisional application US 2000251263
US 20040026146 A1	B60G-001/00		CIP of application US 99472133
			Provisional application US 2000230432
			Provisional application US 2000237384
			Provisional application US 2000251263
			Div ex application US 2001877214
			Div ex patent US 6655487

Snowmobile with reinforced pyramidal upper support frame has frame with

steering column supporting ski assembly and...  
Inventor: FECTEAU B ...

... GIROUARD B

Abstract (Basic):

... The **snowmobile** comprises unibody frame (10) with driver on a  
seat holding on the handle bars of...

... For use as a **snowmobile** with a reinforced pyramidal upper  
support frame...

...The **snowmobile** has unibody tunnel **snowmobile** chassis reinforced by  
the pyramidal upper support and rear suspension having linkages...

...Figure of a schematic side view of the driver and **snowmobile** .

Title Terms: **SNOWMOBILE** ;

...International Patent Class (Main): **B62M-027/02**

13/AN,AZ,II/1 (Item 1 from file: 350)  
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

016218653

Snowmobile suspension geometry has left and right pairs of A-arms that pivotally connect to snowmobile 's frame in orientation that defines A-arm pivot axes

Local Applications (No Type Date): CA 2441643 A 20031008

Priority Applications (No Type Date): US 2002417387 P 20021010

13/AN,AZ,II/2 (Item 2 from file: 350)  
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

016022120

Recreational vehicle e.g. snowmobile and all terrain vehicle, has steering actuator that pivots swivel arm between neutral angle and extreme angle relative to frame to turn vehicle

Local Applications (No Type Date): US 2002358396 P 20020222; US 2003371227 A 20030224

Priority Applications (No Type Date): US 2002358396 P 20020222; US 2003371227 A 20030224

13/AN,AZ,II/3 (Item 3 from file: 350)  
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015877922

Snowmobile has straddle seat, steering device and foot rest arranged such that hip of rider is positioned above rider's knees, when rider sits in standard position

Local Applications (No Type Date): CA 2411964 A 20021115

Priority Applications (No Type Date): CA 2411964 A 20021115

13/AN,AZ,II/4 (Item 4 from file: 350)  
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015842300

Snowmobile , has front suspension assembly with left and right suspension arms, each with inner end connected to frame for pivotal movement relative to frame about axis extending in a longitudinal direction of the snowmobile

Local Applications (No Type Date): CA 2427235 A 20030428

Priority Applications (No Type Date): US 2002375402 P 20020426

13/AN,AZ,II/5 (Item 5 from file: 350)  
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015751479

Snowmobile with pivotal rear snow flap has propulsion providing track system with endless track, movably mounted under rear portion of chassis, being configured to move through range of travel with respect to chassis

Local Applications (No Type Date): CA 2350274 A 20010612; CA 2435028 A 20010612

Priority Applications (No Type Date): CA 2350274 A 20010612; CA 2435028 A 20010612

13/AN,AZ,II/6 (Item 6 from file: 350)  
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015727006

Front suspension for recreational vehicle e.g. snowmobile , has

suspension arms having suspension support arms, in which each suspension support arm has elongated body adapted to be connected to ground engaging portion of snowmobile

Local Applications (No Type Date): CA 2350270 A 20010612

Priority Applications (No Type Date): US 2000251263 P 20001205; US 2000237384 P 20001004

13/AN,AZ,II/7 (Item 7 from file: 350)

DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015150773

Snowmobile has first and second seating positions disposed at certain distance behind forward most drive track axle and from each other

Local Applications (No Type Date): CA 2350345 A 20010612

Priority Applications (No Type Date): CA 2350345 A 20010612

13/AN,AZ,II/8 (Item 8 from file: 350)

DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

014688661

Snowmobile with pivotable rear snow flap connected to track system and pivotally connected to rear portion of chassis so as to pivot relative to the chassis, moving with track system as track system moves through range of travel

Local Applications (No Type Date): CA 2350274 A 20010612

Priority Applications (No Type Date): US 2000252404 P 20001122

13/AN,AZ,II/9 (Item 9 from file: 350)

DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

014606677

Engine cradle for supporting engine of vehicle e.g. snowmobile, has C-shaped opening formed through one of two side walls, while other side wall is solid wall having reflecting surface

Local Applications (No Type Date): CA 2350285 A 20010612

Priority Applications (No Type Date): US 2000246110 P 20001107; US 2000237384 P 20001004

13/AN,AZ,II/10 (Item 10 from file: 350)

DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

014606676

Frame assembly for e.g. snowmobile, all-terrain vehicle, includes forward support assembly which extends upward from engine cradle and coupled to rear brace assembly extending upward from tunnel

Local Applications (No Type Date): CA 2350264 A 20010612

Priority Applications (No Type Date): US 2000237384 P 20001004

13/AN,AZ,II/11 (Item 11 from file: 350)

DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

013430652

Adjustable windshield assembly for open-air vehicle e.g. snowmobile or motorcycle, has elastically deformable windshield, and adjustment mechanism with rack and pinion, that causes windshield to deform

Local Applications (No Type Date): CA 2296225 A 20000117

Priority Applications (No Type Date): CA 2262038 A 19990215

13/AN,AZ,II/12 (Item 12 from file: 350)

DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

013361518

**Snowmobile with an engine for use as propulsion comprises body with frame and skis and having engine disposed at the front of the frame and steering device**

Local Applications (No Type Date): CA 2293106 A 19991223

Priority Applications (No Type Date): CA 2256944 A 19981223

**13/AN,AZ,TT/13 (Item 13 from file: 350)**

DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

013361517

**Snowmobile with reinforced pyramidal upper support frame has frame with steering column supporting ski assembly and engine placed on the cradle mount**

Local Applications (No Type Date): CA 2293104 A 19991223; US 2000246110 P 20001107; US 2001877064 A 20010611; US 2000237384 P 20001004; US 2001877212 A 20010611; US 99167614 P 19991126; US 99472134 A 19991223; US 2001877188 A 20010611; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000251263 P 20001205; US 2001877214 A 20010611; US 99167614 P 19991126; US 2001275105 P 20010313; US 2001928458 A 20010814; US 99472133 A 19991223; US 99472134 A 19991223; US 2000252404 P 20001122; US 2001877213 A 20010611; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000246110 P 20001107; US 2001877064 A 20010611; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000246110 P 20001107; US 2001877064 A 20010611; US 2002141134 A 20020509; US 2002141135 A 20020509; US 99167614 P 19991126; US 99472133 A 19991223; US 99472134 A 19991223; US 2000252404 P 20001122; US 99472133 A 19991223; US 99472134 A 19991223; US 2000252404 P 20001122; US 2001877213 A 20010611; US 2002226221 A 20020823; US 99167614 P 19991126; US 99472134 A 19991223; US 2000237384 P 20001004; US 2001877212 A 20010611; US 2002294892 A 20021115; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000246110 P 20001107; US 2001877064 A 20010611; US 2002141134 A 20020509; US 99472133 A 19991223; US 2000237384 P 20001004; US 2001877212 A 20010611; US 99167614 P 19991126; US 99472134 A 19991223; US 2001877188 A 20010611; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000251263 P 20001205; US 2001877214 A 20010611; US 99472133 A 19991223; US 2000230432 P 20000906; US 2000237384 P 20001004; US 2000251263 P 20001205; US 2001877214 A 20010611; US 2003634911 A 20030806

Priority Applications (No Type Date): CA 2256944 A 19981223

**13/AN,AZ,TT/14 (Item 14 from file: 350)**

DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

012901421

**Adjustable windscreen assembly for an open-air vehicle such as a snowmobile or motorcycle**

Local Applications (No Type Date): CA 2262038 A 19990215

Priority Applications (No Type Date): CA 2229679 A 19980216

**13/AN,AZ,TT/15 (Item 15 from file: 350)**

DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

011099990

**Snowmobile drive clutch mounting arrangement - has speed responsive mechanism connected to driving pulley and adapted to effect progressive variation in drive ratio of transmission as speed of rotation of pulley and output torque of pulley are altered**

Local Applications (No Type Date): CA 2153101 A 19950630; US 95426918 A

19950421; CA 2153101 A 19950630  
Priority Applications (No Type Date): US 95426918 A 19950421

13/AN,AZ,TI/16. (Item 16 from file: 350)  
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

011099989

Snowmobile with drive train configuration - has speed reduction  
mechanism carried on engine including output member that is coupled to  
drive variable ratio belt drive transmission system  
Local Applications (No Type Date): CA 2153100 A 19950630; US 95426919 A  
19950421  
Priority Applications (No Type Date): US 95426919 A 19950421

13/AN,AZ,TI/17 (Item 17 from file: 349)  
DIALOG(R)File 349:(c) 2004 WIPO/Univentio. All rts. reserv.

01041225

THREE-WHEELED VEHICLE WITH A CONTINUOUSLY VARIABLE TRANSMISSION  
VEHICULE A TROIS ROUES AVEC TRANSMISSION A VARIATION EN CONTINU  
Application: WO 2003CA248 20030224 (PCT/WO CA0300248)

13/AN,AZ,TI/18 (Item 18 from file: 349)  
DIALOG(R)File 349:(c) 2004 WIPO/Univentio. All rts. reserv.

01040827

COMPONENTS FOR A THREE-WHEELED VEHICLE TO PERMIT LEANING OF THE DRIVER  
PIECES POUR VEHICULE A TROIS ROUES PERMETTANT AU CONDUCTEUR DE SE PENCHER  
Application: WO 2003CA249 20030224 (PCT/WO CA0300249)

13/AN,AZ,TI/19 (Item 19 from file: 349)  
DIALOG(R)File 349:(c) 2004 WIPO/Univentio. All rts. reserv.

01040826

A THREE-WHEELED VEHICLE HAVING A SPLIT RADIATOR AND AN INTERIOR STORAGE  
COMPARTMENT  
VEHICULE A TROIS ROUES COMPRENANT UN RADIATEUR SUBDIVISE ET UN COMPARTIMENT  
DE STOCKAGE INTERIEUR  
Application: WO 2002CA1565 20021018 (PCT/WO CA0201565)



?show files;ds  
 File 347:JAPIO Nov 1976-2004/Jun(Updated 041004)  
 (c) 2004 JPO & JAPIO  
 File 350:Derwent WPIX 1963-2004/UD,UM &UP=200466  
 (c) 2004 Thomson Derwent  
 File 371:French Patents 1961-2002/BOPI 200209  
 (c) 2002 INPI. All rts. reserv.

Set	Items	Description
S1	2218	SNOWMOBILE? ? OR SKIMOBILE? ? OR (SNOW OR SKI)() (MOBILE? ? OR DOO? ?) OR (SNO OR ARCTIC OR ARTIC)() (CAT OR CATS)
S2	3152496	POSITION OR ATTITUDE OR POSTURE OR BALANCE OR PLACEMENT OR SEAT OR CARRIAGE OR STANCE OR BALANCE OR ORIENTATION OR ALIGNMENT OR INCLINATION OR BEARING
S3	868079	RIDER? ? OR USER? ? OR DRIVER? ? OR OPERATOR? ? OR MOTORIST? ? OR SNOWMOBILER? ? OR SNOWMOBILIST? ? OR SNO()CATTER? ?
S4	31890	(CENTER OR CENTRE) (2W) (GRAVITY OR MASS OR PRESSURE OR PERCUSSION) OR CENTROID OR METACENTER OR METACENTRE OR META() (CENTER OR CENTRE).
S5	54796	S2(7N)S3
S6	0	S1(S)S4(S)S5
S7	27	S1 AND (S2 OR S3) AND S4
S8	891	IC=(B62M-027? OR B62M-029?)
S9	8	S7 AND S8
S10	11	S1(S) (S2 OR S3) (S)S4
S11	14	S9 OR S10
S12	14	IDPAT (sorted in duplicate/non-duplicate order)
S13	14	IDPAT (primary/non-duplicate records only)

13/3,K/2 (Item 2 from file: 350)  
DIALOG(R)File 350:Derwent WPIX  
(c) 2004 Thomson Derwent. All rts. reserv.

016359211 \*\*Image available\*\*

WPI Acc No: 2004-517115/200449

Related WPI Acc No: 2002-302860; 2002-489177; 2003-111680; 2003-721290

XRPX Acc No: N04-409769

**Engine and drive train assembly for snowmobile , has carburetor provided  
at engine in front engine compartment of chassis and positioned towards  
front of chassis**

Patent Assignee: FORMULA FAST RACING (FORM-N)

Inventor: KARPIK G J

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
US 20040134702	A1	20040715	US 98114330	P	19981231	200449 B
			US 99130000	P	19990419	
			US 99476223	A	19991230	
			US 200117214	A	20011214	
			US 2002202603	A	20020724	
			US 2003397709	A	20030326	
			US 2004751776	A	20040105	

Priority Applications (No Type Date): US 2004751776 A 20040105; US 98114330  
P 19981231; US 99130000 P 19990419; US 99476223 A 19991230; US 200117214  
A 20011214; US 2002202603 A 20020724; US 2003397709 A 20030326

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
US 20040134702	A1		25	B62M-027/02	Provisional application US 98114330

Provisional application US 99130000  
Div ex application US 99476223  
Div ex application US 200117214  
Cont of application US 2002202603  
Cont of application US 2003397709  
Div ex patent US 6357543  
Div ex patent US 6499551  
Cont of patent US 6561302  
Cont of patent US 6691812

**Engine and drive train assembly for snowmobile , has carburetor provided  
at engine in front engine compartment of chassis and positioned towards  
front...**

Abstract (Basic):

... For snowmobile .

...Achieves lowering center of gravity and reducing overall length of  
engine. Minimizes occurrence of vapor lock and engine flooding

...Title Terms: SNOWMOBILE ;

International Patent Class (Main): B62M-027/02

13/3,K/4 (Item 4 from file: 350)  
DIALOG(R)File 350:Derwent WPIX  
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016080325 \*\*Image available\*\*

WPI Acc No: 2004-238186/200422

XRPX Acc No: N04-188881

**Snowmobile , has drive assembly with drive belt to contact ground  
surface, and cylinder block assembly canted to incline bore axis from  
vertical axis and balancer shaft axis on crankshaft axis**

Patent Assignee: YAMAHA HATSUDOKI KK (YMHA ); YAMAHA MOTOR CO LTD (YMHA )  
; YAMAMOTO M (YAMA-I)

Inventor: YAMAMOTO M

Number of Countries: 034 Number of Patents: 004

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
US 20040040768	A1	20040304	US 2003648024	A	20030826	200422 B
JP 2004084552	A	20040318	JP 2002246408	A	20020827	200422
CA 2438507	A1	20040227	CA 2438507	A	20030827	200422
EP 1396366	A1	20040310	EP 200319297	A	20030826	200422

Priority Applications (No Type Date): JP 2002246408 A 20020827

Patent Details:

Patent No	Kind	Lan Pg	Main IPC	Filing Notes
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US 20040040768	A1	14	B62M-027/02	
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JP 2004084552	A	14	F02B-077/00	
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CA 2438507	A1 E		B62D-055/07	
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EP 1396366	A1 E		B60K-005/02	
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Designated States (Regional): AL AT BE BG CH CY CZ DE DK EE ES FI FR GB  
GR HU IE IT LI LT LU LV MC MK NL PT RO SE SI SK TR

Snowmobile , has drive assembly with drive belt to contact ground  
surface, and cylinder block assembly canted...

Abstract (Basic):

... The **snowmobile** (10) has drive assembly with a drive belt to  
contact ground surface to propel **snowmobile** . An engine body is  
supported by frame assembly has a crankshaft journaled within a  
crankcase...

... The **snowmobile** component layout provides improved stability  
and ride comfort. The component arrangement lowers the **center** of  
**gravity** of the **snowmobile** and provides improved traction of the  
drive assembly. The component arrangement places the components of the  
**snowmobile** in a compact manner without impairing the function of the  
components...

...The drawing shows a side elevational view of a **snowmobile** .

...

... **Snowmobile** (10

Title Terms: **SNOWMOBILE** ;

...International Patent Class (Main): **B62M-027/02**

13/3,K/5 (Item 5 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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015521365 \*\*Image available\*\*

WPI Acc No: 2003-583512/200355

XRPX Acc No: N03-464415

High-pressure fuel pump installation structure of snow mobiles , has  
pump positioned forward of axial center of crank shaft of engine and  
lower than air supply and exhaust apparatus inlet

Patent Assignee: SUZUKI KK (SUZM )

Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
JP 2003214277	A	20030730	JP 200215586	A	20020124	200355 B

Priority Applications (No Type Date): JP 200215586 A 20020124

Patent Details:

Patent No	Kind	Lan Pg	Main IPC	Filing Notes
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JP 2003214277	A	8	F02M-039/02	
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High-pressure fuel pump installation structure of snow mobiles , has pump positioned forward of axial center of crank shaft of engine and lower than...

Abstract (Basic):

... The engine (20) is mounted so that the engine cylinder is inclined towards the center of gravity point of the snow mobile with the crank shaft orthogonal to the vehicle axis. The high pressure fuel pump (80...

... For snow mobiles .

...

...Lowers center of gravity positions of snow mobile , as fuel pump is configured below the level of inlet pipe of air supply and...

...The figure shows the partially notched side view of snow mobile .

...Title Terms: POSITION ;

International Patent Class (Additional): B62M-027/02 ...

13/3,K/10 (Item 10 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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010443692

WPI Acc No: 1995-345009/199545

Related WPI Acc No: 2002-090601

XPX Acc No: N95-257905

Snowmobile with compact drive assembly - includes frame side members forming transmission case for drive belt assembly

Patent Assignee: YAMAHA HATSUDOKI KK (YMHA ); YAMAHA MOTOR CO LTD (YMHA )

Inventor: MARIER G J; MOATS T O; TAKADA K

Number of Countries: 003 Number of Patents: 005

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
CA 2125417	A	19950819	CA 2125417	A	19940608	199545 B
JP 7228287	A	19950829	JP 94283041	A	19941117	199545
JP 7228288	A	19950829	JP 94283040	A	19941117	199545
US 5660245	A	19970826	US 94198762	A	19940218	199740
CA 2125417	C	20000516	CA 2125417	A	19940608	200038

Priority Applications (No Type Date): US 94198762 A 19940218

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
CA 2125417	A		35	B62D-055/07	
JP 7228287	A		7	B62M-027/02	
JP 7228288	A		7	B62M-027/02	
US 5660245	A		14	B62M-027/02	
CA 2125417	C	E		B62D-055/07	

Snowmobile with compact drive assembly...

...Abstract (Basic): A snowmobile includes a built-up frame assembly that forms a cradle in which the engine is...

...The snowmobile is steered by a shaft that extends across the top of the engine and through...

...positioning of the transmission inboard of the frame permits the use of a forwardly positioned seat with foot rests disposed outwardly of the transmission, but closely adjacent the sides of the...

...Design structure enables the components parts to be laid out so as to improve the centre of gravity of the snowmobile and to position

the major components so that they will exert a large portion of their weight on the drive belt. More comfortable seating for **driver** with **driver**'s legs placed outside the transmission assembly without being unduly splayed...

...Abstract (Equivalent): A **snowmobile** comprised of a frame assembly including a pair of spaced-apart side portions suspended from...

...transmission means being positioned substantially entirely within the lateral confines of said frame portions, a **seat** carried by said frame assembly in proximity to and to the rear of said internal...

...carried by said frame means on opposite sides thereof to accommodate the feet of a **rider** seated upon said **seat**, one of said foot rests being juxtaposed transversely outwardly of said one transmission means and...

Title Terms: **SNOWMOBILE** ;

...International Patent Class (Main): **B62M-027/02**

13/AN,AZ,TI/1 (Item 1 from file: 350)  
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

016435013

Snowmobile has air box assembly positioned in front of engine such that air silencer is in fluid communication with throttle body assembly of engine

Local Applications (No Type Date): US 2002290844 A 20021107

Priority Applications (No Type Date): US 2002290844 A 20021107

13/AN,AZ,TI/2 (Item 2 from file: 350)  
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

016359211

Engine and drive train assembly for snowmobile, has carburetor provided at engine in front engine compartment of chassis and positioned towards front of chassis

Local Applications (No Type Date): US 98114330 P 19981231; US 99130000 P 19990419; US 99476223 A 19991230; US 200117214 A 20011214; US 2002202603 A 20020724; US 2003397709 A 20030326; US 2004751776 A 20040105

Priority Applications (No Type Date): US 2004751776 A 20040105; US 98114330 P 19981231; US 99130000 P 19990419; US 99476223 A 19991230; US 200117214 A 20011214; US 2002202603 A 20020724; US 2003397709 A 20030326

13/AN,AZ,TI/3 (Item 3 from file: 350)  
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016319615

Snowmobile drive train for propelling snowmobile, has bearings that rotatably support drive shaft, and which are disposed completely within interior of drive track

Local Applications (No Type Date): US 2001317892 P 20010907; US 2001318151 P 20010907; US 2002137970 A 20020503

Priority Applications (No Type Date): US 2002137970 A 20020503; US 2001317892 P 20010907; US 2001318151 P 20010907

13/AN,AZ,TI/4 (Item 4 from file: 350)  
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016080325

Snowmobile, has drive assembly with drive belt to contact ground surface, and cylinder block assembly canted to incline bore axis from vertical axis and balancer shaft axis on crankshaft axis

Local Applications (No Type Date): US 2003648024 A 20030826; JP 2002246408 A 20020827; CA 2438507 A 20030827; EP 200319297 A 20030826

Priority Applications (No Type Date): JP 2002246408 A 20020827

13/AN,AZ,TI/5 (Item 5 from file: 350)  
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015521365

High-pressure fuel pump installation structure of snow mobiles, has pump positioned forward of axial center of crank shaft of engine and lower than air supply and exhaust apparatus inlet

Local Applications (No Type Date): JP 200215586 A 20020124

Priority Applications (No Type Date): JP 200215586 A 20020124

13/AN,AZ,TI/6 (Item 6 from file: 350)  
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014539632

**Snowmobile for transportation and recreation, includes torus shaped inflatable bladder, inflation medium and deployment subsystem**

Local Applications (No Type Date): US 2000643810 A 20000822

Priority Applications (No Type Date): US 2000643810 A 20000822

**13/AN,AZ,TI/7 (Item 7 from file: 350)**

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012766329

**Manually operated snowmobile lifting and carrying machine**

Local Applications (No Type Date): CA 2212260 A 19970908

Priority Applications (No Type Date): CA 2212260 A 19970908

**13/AN,AZ,TI/8 (Item 8 from file: 350)**

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011131526

**Auxiliary seat for snowmobile - has rigid U-shaped seat frame defining web and two transverse elongated side legs, and finger projecting from each side leg front edge portion, with side leg outer end releasably engaging into corresponding bracket channel**

Local Applications (No Type Date): CA 2149073 A 19950510; CA 2149073 A 19950510

Priority Applications (No Type Date): CA 2149073 A 19950510

**13/AN,AZ,TI/9 (Item 9 from file: 350)**

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010845602

**Snowmobile carrier for pickup truck - has base for mounting in box of truck, and ramp removably mounted in base, and frame pivotally mounted on post for rotation between horizontal rest position and inclined position**

Local Applications (No Type Date): CA 2134482 A 19941027

Priority Applications (No Type Date): CA 2134482 A 19941027

**13/AN,AZ,TI/10 (Item 10 from file: 350)**

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010443692

**Snowmobile with compact drive assembly - includes frame side members forming transmission case for drive belt assembly**

Local Applications (No Type Date): CA 2125417 A 19940608; JP 94283041 A 19941117; JP 94283040 A 19941117; US 94198762 A 19940218; CA 2125417 A 19940608

Priority Applications (No Type Date): US 94198762 A 19940218

**13/AN,AZ,TI/11 (Item 11 from file: 350)**

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001226635

**Trollies for transport of a snowmobile - are pivotable to lift rear, and have grooves for skis, respect.**

Priority Applications (No Type Date): US 72263396 A 19720531

**13/AN,AZ,TI/12 (Item 12 from file: 347)**

DIALOG(R)File 347:(c) 2004 JPO & JAPIO. All rts. reserv.

08048516

FOUR CYCLE ENGINE MOUNTED ON SNOWMOBILE

APPL. NO.: 2004-046342 [JP 200446342]  
Division of 2001-257845 [JP 2001257845]

13/AN,AZ,TI/13 (Item 13 from file: 347)  
DIALOG(R)File 347:(c) 2004 JPO & JAPIO. All rts. reserv.

07571224  
AUXILIARY MACHINERY ARRANGEMENT STRUCTURE OF ENGINE FOR SNOWMOBILE

APPL. NO.: 2001-257846 [JP 2001257846]

13/AN,AZ,TI/14 (Item 14 from file: 347)  
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07569636  
SNOWMOBILE WITH 4-CYCLE ENGINE

APPL. NO.: 2001-257845 [JP 2001257845]



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S5	20090	S2(7N)S3
S6	0	S1(S)S4(S)S5
S7	0	S1 AND S4 AND S5
S8	0	S1(S)S3(S)S4
S9	0	S1 AND S3 AND S4
S10	3	S1 AND S4
S11	2	RD (unique items)

11/3,K/1 (Item 1 from file: 8)  
DIALOG(R)File 8:EI Compendex(R)  
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00454954 E.I. Monthly No: EI7505035004 E.I. Yearly No: EI75081502  
**Title: DETERMINATION OF MOMENT-OF-INERTIA BY EXPERIMENTAL METHODS.**  
Author: Newhouse, T. C.; Pavelic, Vjekoslav  
Corporate Source: Univ of Wis, Milwaukee  
Source: American Society of Mechanical Engineers (Paper) n 75-DE-29 for  
Meet Apr 21-24 1975, 7 p  
Publication Year: 1975  
CODEN: ASMSA4 ISSN: 0402-1215  
Language: ENGLISH

...Abstract: methods are discussed briefly and one application for  
finding the moment-of-inertia of a **snowmobile** is explained in detail. The  
method has advantages in being capable of locating the **center -of- gravity**  
in three dimensions and finding the moment-of-inertia about one axis  
without moving the...

Identifiers: MOMENT OF INERTIA; **SNOWMOBILES**

11/3,K/2 (Item 1 from file: 94)  
DIALOG(R)File 94:JICST-EPlus  
(c)2004 Japan Science and Tech Corp(JST). All rts. reserv.

01386447 JICST ACCESSION NUMBER: 91A0852237 FILE SEGMENT: JICST-E  
**Study on Improvement of Mobility for Ski-Ground Maintenance Vehicle.**  
OISHI YOSHIHIRO (1); JOMEN KATSUMASA (2); GOMI IZUO (2); KITO YUJI (2)  
(1) Mitsubishi Heavy Industries, Ltd., Takasago Technical Inst.; (2)  
Mitsubishi Heavy Industries, Ltd., Sagami-hara Machinery Works  
Mitsubishi Juko Giho, 1991, VOL.28, NO.5, PAGE.473-477, FIG.11, TBL.4, REF.3  
JOURNAL NUMBER: G0327AAU ISSN NO: 0387-2432 CODEN: MIJGA  
UNIVERSAL DECIMAL CLASSIFICATION: 629.33.017  
LANGUAGE: Japanese COUNTRY OF PUBLICATION: Japan  
DOCUMENT TYPE: Journal  
ARTICLE TYPE: Original paper  
MEDIA TYPE: Printed Publication

...ABSTRACT: ski-ground maintenance vehicles. Secondly we have clarified  
the effects of the position of the **center of gravity** and the shoe  
arrangement to the vehicle mobility by theoretical calculation, model  
vehicle experiment, and...

DESCRIPTORS: **snowmobile** ; ...

... **center of gravity** ;

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S3	4997960	RIDER? ? OR USER? ? OR DRIVER? ? OR OPERATOR? ? OR MOTORIS- T? ? OR SNOWMOBILER? ? OR SNOWMOBILIST? ? OR SNO()CATTER? ?
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S5	88531	S2(7N)S3
S6	2	S1(S)S4(S)S5
S7	5	S1(10N)S4
S8	5	S6 OR S7
S9	2	S8 NOT PY>1998
S10	2	S9 NOT PD=19981224:20041130
S11	1	RD (unique items)

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05160970 SUPPLIER NUMBER: 20158717 (USE FORMAT 7 OR 9 FOR FULL TEXT)  
Blizzard of '98. (new models of snowmobiles) (includes related articles on  
Yamaha SRX 700 and SRX 600 snowmobiles and Ski-Doo's snowmobile  
components)

Gromer, Cliff

Popular Mechanics, v175, n1, p47(5)

Jan, 1998

ISSN: 0032-4558 LANGUAGE: English RECORD TYPE: Fulltext; Abstract

WORD COUNT: 2574 LINE COUNT: 00200

... Tunnel provides increased area for the full range of rear  
suspension travel without raising the rider 's position . This helps keep  
the center of gravity low. Arctic Cat also gives its mountain  
machines an edge with a 2-in.-deep lug track -- the...